

# STREET SMART

February 4, 2004

Governments  
**SANBAG**  
Working Together

## Meeting Summary of the SANBAG Board of Directors

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### ■ Federal bill provides \$20 million for county transportation

San Bernardino County received a \$20.6 million boost in highway and transit funding, following President Bush's signature of the Consolidated Appropriations Act on January 23.

Last spring, SANBAG adopted its federal appropriations high priority project list that totaled \$74.9 million, and area cities submitted requests for additional projects. The \$20.6 million that was approved will help SANBAG and local jurisdictions begin these high priority projects, explained Kris Leathers, SANBAG's director of intergovernmental and legislative affairs.

Leathers acknowledged the efforts of San Bernardino County's Congressional Delegation -- Joe Baca, David Dreier, Jerry Lewis, Howard "Buck" McKeon and Gary Miller -- for their support to secure funding for transportation projects. These projects include:

- Tippecanoe Avenue interchange, Interstate 10, San Bernardino/Loma Linda, \$3 million
- La Mesa/Nisqualli Road interchange (new), Interstate 15, Victorville, \$250,000
- Ranchero Road grade separation, Hesperia, \$250,000
- Needles Highway realignment/safety improvements, Needles area, \$3 million
- Omnitrans paratransit vehicles, \$300,000
- Barton Road interchange, Interstate 215, Grand Terrace, \$500,000
- El Garces Intermodal Station, Needles, \$1.9 million
- Foothill Transit, neighborhood program, Montclair area, \$2.5 million
- Cypress Avenue interchange, Interstate 10, Fontana, \$800,000
- Baseline interchange, Interstate 15, Rancho Cucamonga, \$800,000
- Metrolink platform extension, San Bernardino Line, \$1 million
- Summit Valley Road, Hesperia and unincorporated county area, \$500,000
- State highway traffic and pedestrian improvements, Yucca Valley, \$500,000
- Adobe Road, Marine Corps access, Twentynine Palms, \$3.8 million
- Boulder Avenue bridge, Highland, \$1 million
- Greenspot Road bridge, Highland, \$500,000



SANBAG received \$3 million toward the reconstruction of the Interstate 10 Tippecanoe Avenue interchange.

### ■ State transportation funding picture looks bleak

Although SANBAG and area cities may not be feeling the full effects of the state transportation funding crisis yet, it's only a matter of time, Executive Director Norm King warned the Board of Directors.

A number of factors have combined to create a bleak funding picture, which in part will result in no new state funding for transportation for at least three years. Factors include:

- The shift of revenue from the Highway Trust Fund to the state general fund
- The suspension of Proposition 42 funds, which was approved by voters in March 2002 to allocate the sales tax on gasoline to transportation projects
- Lower than expected state and federal gas tax receipts
- A reduction in truck weight fees
- Over-optimistic assumptions about federal transportation funding
- A loss of revenue from gas that is mixed with ethanol

SANBAG is analyzing its cash flow and may need to rely on a greater contribution of Measure I dollars toward planned projects. The uncertainty of state and federal funds makes Measure I more critical than ever, King said.

### Down the road ...

- Feb. 11: Administrative Committee, 9 a.m.
- Feb. 12: Major Projects Committee, 9 a.m.
- Feb. 18: Plans & Programs Committee, 12 noon
- Feb. 20: Mountain-Desert Committee, 9 a.m.

## Santa Fe Depot rehabilitation project nearly complete

### Effort will restore train depot to earlier beauty and prominence

San Bernardino's Santa Fe Depot -- once a bustling passenger and freight rail transportation center with a restaurant, living quarters and offices -- soon will be restored to its earlier prominence, following a \$13.7 million rehabilitation effort.

Located on Third Street, between Mt. Vernon and I Avenue, west of Interstate 215, the Santa Fe Depot has been undergoing its extreme makeover since November 2002. As part owner of the structure, SANBAG will relocate its offices from Arrowhead Avenue to the second floor of the depot in April.

This month's issue of *Measuring Success* reviews the rehabilitation project, which is funded in part by Measure I, San Bernardino County's half-cent sales tax for transportation improvements.

#### Depot History

San Bernardino was chosen by the Atchison, Topeka, Santa Fe Railroad for its massive Pacific Coast Locomotive Works, a transportation center that served not only rail passengers, but also housed the ATSF division administration and freight offices. The first depot was built in 1886 as a wooden, two-story structure designed in a Carpenter Gothic style that was typical in its day. The depot also contained a Harvey House Restaurant. A railroad rate war in the late 1880s attracted travelers in droves from all points east.

During the night and morning of November 16-17, 1916, the wooden depot was completely destroyed by fire. In its place, city leaders asked the railroad to design and build a new depot that would befit the city image as the "gateway to southern California." The resulting structure, designed by W.A. Mohr, a Los Angeles architect employed by the railroad, was Mission Revival style with Moorish influences and again included a Harvey House Restaurant with its renowned Harvey Girls. The new depot opened on July 15, 1918.

As the railroad grew in importance, so did its importance to the city. Approximately 85 percent of the city was employed or dependent upon Santa Fe. Just a few years after its 1918 reopening, the depot was expanded to include a new eastern wing to better serve the growing needs of travelers and residents. The depot was a frequent community gathering point for Sunday dinners in the formal dining room, with the San Bernardino Daily Sun reporting that the restaurant boasted serving between 1,000 and 1,200 people between 4 p.m. and 10 p.m. on July 4, 1921.

#### SANBAG Property Acquisition, Depot Rehabilitation Funding

The rise of the automobile era resulted in a decline in railroad travel, and the Santa Fe Depot fell into disrepair. In 1992, SANBAG acquired the depot and property from ATSF as part of a larger property acquisition in preparation for Metrolink commuter rail service, which began operations in October 1992. Although Metrolink and Amtrak riders now use the train platforms, the depot itself has not been fully functional for many years.

In the mid-1990s, recognizing its history and the value of the depot as a

community asset, SANBAG obtained cost estimates for the rehabilitation of the 57,000 square foot structure. SANBAG and the City of San Bernardino began working to secure federal grant funds for this effort. The agencies secured \$11.1 million in federal grants and each contributed \$1.27 million in local funds. A portion (\$412,588) of SANBAG's local match is provided by Measure I.



#### Rehabilitation Details

The rehabilitation project includes the renovation and historic restoration of the 1918 structure and the 1921 addition, as well as the removal of hazardous materials, seismic retrofit and replacement of plumbing and electrical systems. Fire sprinklers, alarms, a security system, elevator and new stairs also are being installed. The project manager, Soltek Pacific, is working to ensure that doors, windows, lighting, marble, tile, flooring and walls meet historical specifications.

Other site improvements include Metrolink offices and space suitable for a restaurant and other offices. The City of San Bernardino hopes that the new Santa Fe Depot will serve as a catalyst for future redevelopment of the surrounding area.

#### SANBAG - On the Move

Although an official moving date has not been set, SANBAG is planning to move its offices from 444 N. Arrowhead Avenue and 472 N. Arrowhead Avenue to the second floor of the depot, possibly in early April. The annual savings by consolidating the two offices will be about \$120,000.

